Chicago O'Hare Airport
Plans to Improve Operational Efficiency

Current Situation:

- O'Hare was the 2nd busiest (number of flights) and the 3rd most delayed (delays per flight) airport in the U.S. in 2000 (based on FAA OPSNET reported delays).
- Chicago's current scheduled traffic meets or exceeds its good weather capacity for 3 ½ hours of the day and exceeds adverse-weather capacity for 8 hours of the day.
- On good weather days about 2 percent of the flights are delayed (more than 15 minutes) and on adverse weather days 12 percent of the flights are delayed.

  NOTE: Delays of 15 minutes or more as reported in FAA OPSNET System.

Future Demand:

- Demand is forecast to grow by 18 percent over the next 10 years.

  (Source: The FAA 2000 Terminal Area Forecast Demand is defined as total number of operations).

Planned Improvements:

- Airport construction will reduce delays on the airport surface but will not materially add to airside capacity.
  - No new runways are planned for O'Hare.
  - Terminal construction will reduce delays in getting to gates by adding 20 to 30 gates (World Gateway Program).
  - Taxiway extension and modifications will improve circulation on the airport surface (World Gateway Program).
- Procedure, airspace, and technology improvements are expected to improve capacity by 6 percent in good weather and 12 percent in adverse weather over the next 10 years.
  - Improved arrival and departure procedures are expected to improve efficiency (FMS/RNAV routes, improved STARs and DPs).
  - Use of LAHSO will increase capacity under some runway configurations.

    NOTE: The loss of **LAHSO** in 1999 at ORD resulted in a reduction of 36 to 40 arrivals and departures per hour in one of the most commonly used runway configurations.
  - Additional sectors implemented under the Choke Point initiative will increase terminal airspace capacity and efficiency in the airspace serving O'Hare (Geneseo Intermediate High – projected operational date June 2001). (Geauga High,

Madison High, Batesville Super High requesting funds to implement these sectors.)

- Airspace redesign will restructure the airspace and routes into and out of the Chicago area to increase terminal airspace capacity and to provide more efficient routes (Chicago Terminal Area Expansion, Great Lakes Corridor Midwest Expansion).
- Choke Point action items are expected to provide more efficient flows, greater access to overhead streams, and additional terminal airspace capacity.
- FFP1 and FFP2 capabilities will increase terminal airspace capacity and efficiency (TMA).
- Avionics improvements and the associated procedures are expected to improve situational awareness thus enhancing safety and improving terminal airspace capacity (ADS-B/CDTI with LAAS).

Other Potential Considerations:

- The city of Chicago, airlines and FAA worked together on an O'Hare Delay Reduction Task Force in 1991. This study examined the delay reduction potential of additional runways and related infrastructure improvements, new and revised air traffic procedures and technologies, and airline practices. An updated examination of airfield, air traffic, and airline related options associated with delay reduction would provide decision makers with useful technical information. Therefore, the city, the airlines, and FAA should initiate the actions necessary to identify, evaluate and ultimately implement improvements to enhance capacity at O'Hare.

- All airlines should examine their individual scheduling practices.

  NOTE: Phase-out of slot rules occurs at Chicago O'Hare International Airport after July 2, 2002.